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8 November 1963

MEMORANDUM FOR: Deputy Director (Science and Technology)

SUBJECT : Daily Activity Report - 8 November 1963

1. At 1630 hours, 7 November, all OXCART aircraft were grounded because of an ejection seat initiator pin discrepancy noted on Aircraft #122. The initiator pin fell out of the initiator while a mechanic was working in the cockpit. An ejection seat specialist is [redacted] to assess the problem and determine the course of action.

2. OXCART Flight Test, 7 November:

a. Aircraft #124 (trainer) made flight #160 for a duration of 1:52 hours. Purpose: INS familiarization, air refueling and pilot transition. Maximum speed was 1.1 Mach and maximum altitude was 44,000 feet.

b. Aircraft #125 (J-58 engines) made flight #31 for a duration of 1:54 hours. Purpose: ARC-50 procedures and air refueling. Maximum speed was Mach .93 and maximum altitude was 36,000 feet. ARC-50 functioned well. Air refueling accomplished with no problems. A Detachment operational pilot was at the controls.

c. Aircraft #126 (J-58 engines) made flight #30 for a duration of 1:14 hours. Purpose: Tests of the INS, [redacted]. Maximum speed was Mach .94 and maximum altitude was 39,000 feet. INS was within specifications at the end of the mission.

d. Aircraft #127 (J-58 engines) made flight #14 for a duration of 1:31 hours. Purpose: ARC-50 procedure and air refueling. Maximum speed was Mach 1.1 and maximum altitude was 35,000 feet. ARC-50 radio failed to operate in wide band mode and ADF (automatic direction finding) function also would not work. Unable to refuel at 35,000 feet but was able to refuel at 30,000 feet.

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e. Aircraft #128 (J-58 engines) made flight #2 for a duration of 1:18 hours. Purpose: production checkout prior to delivery to [redacted]. Maximum speed was Mach 1.46 and maximum altitude was 45,500 feet. The aircraft had many squawks and will require another low, slow check flight before the high speed, high altitude test prior to delivery.

j. Aircraft #129 made flight #5 for a duration of :44 minutes. Purpose: Engine duct roughness investigation with aft spike cut-outs covered and spike restricted in aft movement. Maximum speed was Mach 2.47 and maximum altitude was 65,500 feet. Spikes were manually positioned and reached the temporary aft stop at Mach 2.0. At Mach 2.2 and above, duct roughness was encountered which could not be alleviated by changing the by-pass door position.

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3. [redacted] Aircraft. On 28 October it was requested that the remaining three [redacted] aircraft be transferred to the OXCART Program for more efficient management and to fill out the inventory. Approval of this transfer was received on 6 November and the Under Secretary of the Air Force has directed that [redacted] be dropped as a separate item. All support is now included in the OXCART Program.

4. OXCART Aircraft Status (See cable insert for additional details on OXCART status.)

5. General Items

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a. [redacted] ASD, is at LAC today to discuss the engine-airflow match problem and the latest duct modifications with [redacted]

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6. SATELLITE. No change to Satellite schedule. Schedule #37, dated 5 November is latest schedule.

7. [redacted]

8. [redacted]

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9. EDWARDS AIR FORCE BASE: Normal training missions.

10. BRASS KNOB: Mission #3769 landed 07/1255 EST. Pilot estimates 75% target coverage, no reaction. Mission #3769 used standard camera and film.